A disproportionately high concentration of crashes occur at or near intersections, as opposed to the mid-block area of highway sections. In grouping accidents into their respective sections, only accidents from the northernmost intersection were included. This was done for consistency and to avoid double counting the same crashes. For example, on Section 1 from Jesse Jewell Pkwy. to White Sulphur Road crashes that occurred at the SR 365 and Jesse Jewell Pkwy. interchange were not included but all those that occurred north of the interchange and through the White Sulphur Road intersection were included. On Section 2 from White Sulphur Road to Whitehall Road crashes at the Whitehall Road intersection were counted but those occuring at White Suphur Road were not because they were already assigned to Section 1.

A large majority of accidents that take place either on or along SR 365 occur at or near at-grade cross streets. Some of these intersections are signalized, but not all. One of the difficulties associated with the process of building GDOT's crash database is deciding which cross street to assign intersection accidents since, often times, there are two streets to which it could be assigned. In perusing through the Hall County and Habersham County crash records, the study team concluded that most SR 365 intersection accidents were assigned to the SR 365 "*Route_Number"*. The only SR 365 intersection where a lot of accidents that occurred on SR 365 had been assigned to the *"Route_Number"* of an intersecting cross street was SR 52 outside of Lula. Crashes that took place on SR 365 but that were associated with SR 52 in GDOT's database were re-assigned to SR 365 by the study team based on the direction of travel being driven by the first and second vehicles involved in an individual crash. The direction of travel for both the first and second vehicles was required to be "North" or "South" in order for the study team to switch the *"Route_Number"* from SR 52 to SR 365. Therefore, the only part of SR 365 where the study team added a lot of crashes that were initially assigned to an intersecting cross street was Section 4 (Cagle Road – SR 52). Several accidents were also re-assigned from Duncan Bridge Road/SR 384 to SR 365 which had a slight impact on the accident rates computed for Section 13.

In order to make the computed section-level and corridor-wide accident rates comparable to statewide averages, it was important to re-assign only those cross-street accidents that actually occurred on SR 365 to the SR 365 "*Route Number*". As a consequence, the crash rate analysis reported herein are attributable to SR 365 only. The analysis does not include those crashes that occurred on facilities intersecting SR 365.

Accident Database Dictionary

NUMBER	VARIABLE NAME	DATA TYPE	DESCRIPTION
1	**Idno**	Text	Unique identification no. for each crash record in database
2	**Adate**	Date/Time	Date accident occurred (i.e., 1/22/2003)
3	**Atime**	Date/Time	Time accident occurred (i.e., 5:19:00 PM)
4	**County**	Text	County name
5	**Route Type**	Text	Jurisdictional: State Route; County Route; City Street
6	**Route**	Text	Six character number designed to enable the location of accidents,
			in combination with the County and Milelog variables (i.e., 036500)
7	**Milelog**	Number	A mile marker in hundredths of a mile (i.e. 10.42)
8	**Section**	Number	A record flag used in combination with the "Route" number to distinguish
			routes that cross county borders
9	**IntRType**	Text	If an accident occurs in or near an intersection, this code indicates the
			cross street's "Route Type"
10	**IntRoute**	Text	Six character number identifying the intersecting cross street at or near
			where the accident occurred
11	**RampSection**	Text	If accident occurred on or near a freeway ramp
12	**Injuries**	Number	Number of persons injured in the accident
13	**Fatalities**	Number	Number of fatalities resulting from the accident
14	**Collision**	Text	Type of Collision (i.e., Rear End; Angle; Sideswipe; Head-On)
15	**LOI**	Text	Location (i.e., Roadway; Off-Roadway; Ramp; Shoulder)
16	**HE1**	Text	Vehicle Action (i.e., In motion; Deer; Culvert; Ramp; Immersion etc.)
17	**Light**	Text	Light Conditions (i.e., Daylight; Dawn; Dark-Unlit; Dark-Lit etc.)
18	**Surface**	Text	Pavement Condition (Dry; Wet; Icy etc.)
19	**DirVeh1**	Text	Direction of travel by driver of Vehicle 1 prior to accident
20	**DirVeh2**	Text	Direction of travel by driver of Vehicle 2 prior to accident
21	**VehMnvr1**	Text	Vehicle maneuver prior to accident of Vehicle 1
			(i.e., Straight; Passing; Turn Left; Turn Right; Stopped; Negotiating Curve)
22	**VehMnvr2**	Text	Vehicle maneuver prior to accident of Vehicle 2

Segment Attributes and Crash Rates (SR 365)

2000 TO 2003 ACCIDENT RATE EXPERIENCE ON SR 365 (GAINESVILLE - CORNELIA)

SECTION NO.	DESCRIPTION	MILELOGS From	MILELOGS To	SECTION LENGTH	EST. AVG. 00-'03 AADT	2000-2003 NUMBER OF ACCIDENTS FATAL	INJURY	PROPERTY	TOTAL	TOTAL ACCIDENT RATE	FATAL ACCIDENT RATE	INJURY ACCIDENT RATE
1	Jesse Jewell Pkwy. - White Sulphur	16.80	19.55	2.75	30,500	2	58	149	209	170.7	1.60	47.4
2	White Sulphur - Bill Minor/Whitehall	19.55	21.10	1.55	26,915	0	9	20	29	47.6	0.00	14.8
3	Bill Minor/Whitehall - Cagle Rd.	21.10	23.27	2.17	25,415	1	7	12	20	24.8	1.20	8.7
4	Cagle Rd. - SR 52	23.27	24.60	1.33	27,685	0	26	89	115	213.9	0.00	48.4
5	SR 52 - Athens St.	24.60	25.48	0.88	23,575	1	14	31	46	151.9	3.30	46.2
6	Athens St. - Belton Bridge Rd.	25.48	26.26	0.78	22,575	0	9	24	33	128.4	0.00	35.0
7	Belton Bridge Rd. - Mud Creek Rd.	26.26	29.01	2.75	21,110	4	29	43	76	89.7	4.70	34.2
8	Mud Creek Rd. - Habersham Co.	29.01	29.80	0.79	20,000	0	1	10	11	47.7	0.00	4.3
9	Hall Co. - Crane Mill Rd.	0.00	0.50	0.50	20,000	1	22	24	47	321.9	6.80	150.7
10	Crane Mill Rd. - Mt. Zion Rd.	0.50	1.33	0.83	20,275	0	0	5	5	20.4	0.00	0.0
11	Mt. Zion Rd. - Alto-Mud Creek Rd.	1.33	2.17	0.84	20,300	1	18	26	45	180.8	4.00	72.3
12	Alto-Mud Creek Rd. - Wilbanks Rd.	2.17	3.28	1.11	20,200	0	12	27	39	119.1	0.00	36.7
13	Wilbanks Rd. - Duncan Bridge/SR 384	3.28	4.65	1.37	20,950	2	27	91	120	286.4	4.80	64.4
14	Duncan Bridge/SR 384 - Level Grove/SR 13	4.65	6.41	1.76	19,950	0	7	25	32	62.4	0.00	13.7
15	Level Grove/SR 13 - US 441/SR 15	6.41	7.10	0.69	16,000	0	8	18	26	161.3	0.00	49.6
16	US 441/SR 15 - Canon Bridge/SR 105	7.10	8.42	1.32	28,325	0	12	16	28	51.3	0.00	22.0
17	Canon Bridge/SR 105 - Demorest/Mt. Airy Hwy.	8.42	10.14	1.72	19,150	1	26	40	67	139.3	2.10	54.1
Corridorwide Principal Art. (Rural)				19.37	21,900	13	258	591	862	139.2	2.10	41.7
Statewide Avg. Principal Art. (Rural)										142.0	1.78	48.3
Corridorwide Principal Art. (Urban Freeway)				3.77	22,660	0	27	59	86	161.3	0.00	21.6
Statewide Avg. Principal Art. (Urban Freeway)										175.0	0.45	40.0

Hall County
Habersham County

Sources: Primary - GDOT's Safety Management Department Crash Database (2000-2004). Refinements made by Study Team.
GDOT's County-level AADT traffic database.
Milelogs and Route Numbers from GDOT's Crash Database and GDOT's Office of Transportation Data Road Classification File.

Notes: Route Number for SR 365 was "036500" for 2000-2003 for all of Hall County and part of Habersham County.
Route Number for SR 365 was "001500" (Milelog 2.41-5.42) for 2000-2003 for SR 365 Bypass around Cornelia in Habersham County.
Route Number for SR 365 was "041900" for calendar year 2004 in all of Hall County and Habersham County.
Crashes recorded on SR 52 where it meets SR 365 in Hall County were re-assigned to SR 365 if both the DirVeh1 and DirVeh2 attributes were coded either "North" or "South".
Crashes recorded on SR 384/Duncan Bridge where it intersects SR 365 in Habersham County were already assigned to SR 365 for the 2000-2003 period.

Accident Trends By Segment and Severity (SR 365)

TOTAL ACCIDENTS BY YEAR & SECTION

	SECTION NUMBER																	
YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL
2000	47	11	3	29	12	12	13	4	12	1	9	10	31	9	6	6	12	227
2001	64	6	5	31	10	7	18	1	11	4	13	5	42	6	6	6	16	251
2002	48	5	6	31	11	7	24	4	13	0	11	10	33	10	5	7	15	240
2003	50	7	6	24	13	7	21	2	11	0	12	14	14	7	9	9	24	230
	209	29	20	115	46	33	76	11	47	5	45	39	120	32	26	28	67	948

INJURY ACCIDENTS BY YEAR & SECTION

	SECTION NUMBER																	
YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL
2000	11	2	0	8	2	2	4	0	4	0	4	1	6	1	3	2	6	56
2001	22	2	1	5	2	2	10	0	4	0	6	3	7	2	1	3	5	75
2002	14	2	4	8	4	1	6	1	8	0	3	3	7	3	2	2	7	75
2003	12	3	3	5	6	4	9	0	6	0	5	5	7	1	2	5	8	81
	59	9	8	26	14	9	29	1	22	0	18	12	27	7	8	12	26	287

FATAL ACCIDENTS BY YEAR & SECTION

	SECTION NUMBER																	
YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL
2000	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2001	1	0	0	0	0	0	3	0	0	0	1	0	1	0	0	0	0	6
2002	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
2003	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2004	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	2	5
	2	0	1	0	1	1	4	0	2	0	1	0	3	0	0	0	3	18

Total Accidents By Collision Type and Vehicle Maneuver (SR 365)

VEHICLE1 MANEUVER	COLLISION TYPE						TOTAL
	Angle	Head On	Rear End	Sideswipe Opposite Direction	Sideswipe Same Direction	Non Motor Veh. Collision	
Backing	0	1	1	0	0	0	2
Changing Lanes	10	1	11	0	32	13	67
Entering/Leaving Drive	2	0	2	2	0	0	6
Entering/Leaving Parking	2	0	1	0	0	1	4
Making U-Turn	3	0	2	0	0	0	5
Negotiating Curve	3	0	5	0	1	23	32
Parked	0	0	0	0	0	1	1
Passing	0	0	1	0	3	1	5
Stopped	2	0	22	0	2	2	28
Straight	137	2	235	5	26	192	597
Turning Left	62	2	13	6	4	10	97
Turning Right	12	0	82	0	0	10	104
TOTAL	233	6	375	13	68	253	948
CRASH TYPE SHARE	25%	1%	40%	1%	7%	27%	100%

Fatal Accidents By Collision Type and Vehicle Maneuver (SR 365)

VEHICLE1 MANEUVER	COLLISION TYPE						TOTAL
	Angle	Head On	Rear End	Sideswipe Opposite Direction	Sideswipe Same Direction	Non Motor Veh. Collision	
Backing	0	0	0	0	0	0	0
Changing Lanes	0	0	0	0	0	0	0
Entering/Leaving Drive	0	0	0	0	0	0	0
Entering/Leaving Parking	0	0	0	0	0	0	0
Making U-Turn	1	0	0	0	0	0	1
Negotiating Curve	0	0	0	0	0	1	1
Parked	0	0	0	0	0	0	0
Passing	0	0	0	0	0	0	0
Stopped	0	0	0	0	0	0	0
Straight	8	0	2	0	0	1	11
Turning Left	5	0	0	0	0	0	5
Turning Right	0	0	0	0	0	0	0
TOTAL	14	0	2	0	0	2	18
CRASH TYPE SHARE	78%	0%	11%	0%	0%	11%	100%

Total Accidents Month and Day-of-Week (SR 365)

	DAY-OF-WEEK								MONTHLY
MONTH	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTALS**	**SHARE**
January	10	7	13	13	14	12	12	81	9%
February	4	17	8	9	8	8	11	65	7%
March	4	9	12	8	9	11	9	62	7%
April	7	12	14	10	7	8	8	66	7%
May	8	13	11	12	5	13	7	69	7%
June	12	8	5	13	15	15	6	74	8%
July	8	20	18	10	14	13	3	86	9%
August	12	12	6	10	14	16	12	82	9%
September	7	11	17	16	15	18	14	98	10%
October	14	13	9	19	9	16	5	85	9%
November	12	23	17	17	9	12	13	103	11%
December	12	13	9	12	8	12	11	77	8%
TOTALS	110	158	139	149	127	154	111	948	100%
SHARE	12%	17%	15%	16%	13%	16%	12%	100%	

Fatal Accidents Month and Day-of-Week (SR 365)

	DAY-OF-WEEK								MONTHLY
MONTH	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTALS**	**SHARE**
January	0	1	1	0	0	0	1	3	0%
February	0	1	0	0	0	0	0	1	0%
March	0	1	1	0	0	0	0	2	0%
April	0	0	0	0	1	0	0	1	0%
May	0	0	1	0	0	0	0	1	0%
June	0	0	0	0	1	0	0	1	0%
July	0	0	0	0	0	0	0	0	0%
August	1	0	0	0	1	0	0	2	0%
September	0	0	0	0	0	0	2	2	0%
October	0	0	0	0	0	0	0	0	0%
November	0	1	0	1	0	0	0	2	0%
December	1	2	0	0	0	0	0	3	0%
TOTALS	2	6	3	1	3	0	3	18	2%
SHARE	11%	33%	17%	6%	17%	0%	17%	100%	

Total Accidents By Day-of-Week and Time-of-Day (SR 365)

HOUR	DAY-OF-WEEK								HOURLY SHARES	
ENDING	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTALS	Mon-Fri	Sat.-Sun.
1:00	4	3	2	2	1	0	4	16	1%	4%
2:00	2	1	0	0	0	1	2	6	0%	2%
3:00	2	1	1	1	0	0	1	6	0%	1%
4:00	2	0	1	1	0	0	1	5	0%	1%
5:00	3	2	2	0	2	1	0	10	1%	1%
6:00	1	3	2	3	3	3	1	16	2%	1%
7:00	1	12	7	10	5	9	3	47	6%	2%
8:00	2	17	19	22	18	23	0	101	14%	1%
9:00	0	12	12	10	7	8	3	52	7%	1%
10:00	4	9	5	9	3	6	7	43	4%	5%
11:00	7	8	5	5	3	4	7	39	3%	6%
12:00	8	5	5	4	5	4	6	37	3%	6%
13:00	12	10	4	2	4	4	9	45	3%	10%
14:00	4	5	6	3	3	6	6	33	3%	5%
15:00	11	6	7	9	7	4	4	48	5%	7%
16:00	7	13	8	11	16	14	9	78	9%	7%
17:00	6	11	10	10	16	17	6	76	9%	5%
18:00	7	18	11	19	11	10	9	85	9%	7%
19:00	5	9	14	8	9	14	10	69	7%	7%
20:00	7	2	7	3	4	9	10	42	3%	8%
21:00	8	5	2	6	1	7	7	36	3%	7%
22:00	1	1	7	5	2	2	2	20	2%	1%
23:00	0	2	2	4	4	3	3	18	2%	1%
24:00	6	3	0	2	3	5	1	20	2%	3%
TOTALS	110	158	139	149	127	154	111	948	100%	100%

Fatal Accidents By Day-of-Week and Time-of-Day (SR 365)

HOUR	DAY-OF-WEEK								HOURLY SHARES	
ENDING	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTALS	Mon-Fri	Sat.-Sun.
1:00	0	0	0	0	0	0	0	0	0%	0%
2:00	0	0	0	0	0	0	0	0	0%	0%
3:00	0	0	0	0	0	0	0	0	0%	0%
4:00	0	0	0	0	0	0	0	0	0%	0%
5:00	0	0	0	0	0	0	0	0	0%	0%
6:00	0	0	0	0	0	0	0	0	0%	0%
7:00	0	0	0	0	0	0	0	0	0%	0%
8:00	0	1	0	0	0	0	0	1	8%	0%
9:00	0	1	1	0	0	0	0	2	15%	0%
10:00	0	0	0	0	0	0	1	1	0%	20%
11:00	0	1	1	0	1	0	0	3	23%	0%
12:00	0	1	0	1	0	0	0	2	15%	0%
13:00	0	0	0	0	1	0	1	2	8%	20%
14:00	0	0	0	0	0	0	0	0	0%	0%
15:00	0	0	0	0	1	0	0	1	8%	0%
16:00	0	0	0	0	0	0	0	0	0%	0%
17:00	0	0	1	0	0	0	0	1	8%	0%
18:00	1	2	0	0	0	0	0	3	15%	20%
19:00	0	0	0	0	0	0	1	1	0%	20%
20:00	0	0	0	0	0	0	0	0	0%	0%
21:00	1	0	0	0	0	0	0	1	0%	20%
22:00	0	0	0	0	0	0	0	0	0%	0%
23:00	0	0	0	0	0	0	0	0	0%	0%
24:00	0	0	0	0	0	0	0	0	0%	0%
TOTALS	2	6	3	1	3	0	3	18	100%	100%